

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 7:12 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 954 Const Calendar Day: 527 Date: 13-Nov-2013 Wednesday

Inspector Name: Brignano, Bob Title: Transportation Engineer

Inspection Type:

Shift Hours: Break: Over Time:

Federal ID:

Location:

Reviewer: Schmitt, Alex Approved Date: Status: Submit

**04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge****Weather**

Temperature	7 AM	12 PM	4 PM
Precipitation			Condition clear

Working Day ☒ If no, explain:**Diary:**

Dispute

General Comments

CCO 314, SAMPLING AND TESTING A354 GRADE BD MATERIAL:

ABF ironworkers Rob Martell and Barry Rothman are working at the CCO 314 location today. The shift is 0700 to 1730, for 10 hours, with the last 2 hours being 1.5x OT. In the morning, while waiting for the arrival of the rods, etc from Dyson for Test Rig #5, they work to remove extra k-rail from Test Rigs #1 and #2. At the south end of Test Rigs #1 and #2, there are still 4 k-rail at each test rig, but updated CCO plans only require 2 k-rail at each test rig end. The ironworkers remove the wire ropes that tied the k-rail together and remove the extra k-rail from these 2 test rigs. They put the k-rail aside along with other standby k-rail that will be needed at Test Rigs #5 through #11. Included in the removal of these k-rail is removal of the 3" thick wedged steel plates between the second and third k-rail and removal of sandbags between k-rail. They also sort the sandbags, putting the salvageable sandbags on pallets.

The test rod (State furnished, galvanized A354 Grade BD), jacking rod, cylindrical sleeve, couplers (2 each - includes a spare), spherical nut for the test rod, spherical washer for the test rod, spherical nuts (2 each) for the jacking rod, and spherical washers (2 each) for the jacking rod for Test Rig #5 were scheduled to arrive from Dyson Monday 11/11/2013, but do not arrive until today, Wednesday 11/13/2013, at about 1130. They were packaged at Dyson last week on 11/6/2013 Wednesday. However, the cylindrical sleeve is not with the shipment. I discuss this with ABF engineer Zach Lauria, and we call Dyson in the afternoon to find out about the cylindrical sleeve. Dyson didn't send the cylindrical sleeve because it was in a separate quote and purchase order from the other Test Rig #5 components. Per our request this afternoon, they will package the cylindrical sleeve tomorrow and send it next day air to the jobsite - it is scheduled to arrive Friday 11/15/2013.

The test rod (State furnished, galvanized A354 Grade BD), jacking rod, couplers (2 each - includes a spare), spherical nut for the test rod, spherical washer for the test rod, spherical nuts (2 each) for the jacking rod, and spherical washers (2 each) for the jacking rod for Test Rig #5 arrive today about 1130. The pallet is unloaded near the warehouse and is then moved to the test rig area. The rods are in tubes and the other hardware is in boxes, so the material is first unpacked by the ironworkers. Then the jacking rod and test rod are threaded into the coupler. Then there is no more work for ABF ironworkers on the rod, with VGO needing to do its work next.

Near the end of the shift, the ironworkers assemble the frame for one tent. They use the parts from the damaged tents (previous wind damage), using parts from multiple tents to make this one tent frame. They do not add the tent tarps, since that would catch the wind and require the tent to be secured.

VGO arrived on site yesterday because of the scheduled arrival of the rods, etc from Dyson for Test Rig



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#5. This morning, like yesterday, without the material from Dyson, VGO cannot begin instrumentation of the rod. However, VGO is able to do other work on the wiring for Test Rigs #5 through #11 in the morning. From VGO are Dave Van Dyke, Rob Rutledge, and Mattea. They start at 0800, take lunch between 1130 and 1230, and leave at 1700. They work to complete the data wire runs to the 7 test rigs. They are also doing computer setup and checks, with personnel at the office in Oregon coordinating with personnel on site. With the jacking rod on site in the afternoon, they prep the strain gauge location on the rod. They measure to determine the location for the installation, grind the area smooth, take diameter measurements (for calculation of rod force from the strain gauges), and layout the locations of the 4 strain gauges around the circumference for each instrumentation location (primary and backup strain gauges). They complete this work mid-afternoon, but there is not enough time left in the day for strain gauge installation, so that will happen tomorrow.

ABF Engineer Kelvin Chen spends part of today working in the office and field on CCO 314 issues.

There is a hydraulic pump (Powerteam) on idle/standby at the work area. A generator – Whisperwatt 7000 – ABF ID 002343 is also idle. A Kubota Cart is used by the ironworkers. An extendable forklift and a small forklift are used to move k-rail.

Note that there is k-rail at this work area. Some of the k-rail is rented and addressed by the rental agreement. Some of the k-rail is ABF's k-rail (27 pcs @20' and 8 pcs @10') used on site and paid as rented from ABF on a daily basis. To elevate the k-rail, crane mats and timber blocking (12x12's) are in use.

See Victor Altamirano diary for labor/equipment details, including the agreed extra work with ABF per a signed Extra Work Order with ABF for CCO 314 work.

INSPECTOR OT REMARK:

Field and Office 2 hours: I am in the field intermittently for CCO 314 test rig work, including VGO work until 1700. I am also working in the office on CCO 314 issues with METS and the DJV. My shift is 0700 to 1730 and my OT hours are 1530 to 1730.